

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMALIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON:

ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PEKIN, GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIAL ONLY LANDED AT PLYMOUTH.

(1) **THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S** Steamship **OLYMPIA**, Capt. J. L. PARRITT, R.N.R., with Her Majesty's Mail, will be despatched from this for LONDON via HONGKONG, SUEZ CANAL, ON WEDNESDAY, 29th January, 1890, at Noon.

Cargo will be received on board until 4 p.m. Parcels and Special (Gold) at the Office until 4 p.m. on the day before sailing.

Silk and Valuable for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay without transshipment, arriving one week later than by the ordinary direct route via Colombo.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

Passengers desiring to insure their baggage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MANHATTAN.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, January 13, 1890.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CHINA will be despatched for San Francisco, via Yokohama, on THURSDAY, the 30th January, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers as follows:—

To San Francisco \$225.00
To San Francisco and return 393.75
To Liverpool 330.00
To London 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (on vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the office until 6 p.m. same day; all Parcels shipped should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agents of the Company, No. 304, Queen's Road Central.

C. D. HARMAN, Agent.

HONGKONG, JANUARY 9, 1890.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA:

ALSO, LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 5th February, 1890, at Noon, the Company's S.S. **IRAOUDDY**, Commandant BRETEL, with MALES, PASSENGERS, SPECIES, and CARGO, will leave this Port for the above places.

Cargo and Species will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. and Parcels until 3 p.m. on the 4th February, 1890. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

HONGKONG, JANUARY 22, 1890.

NOTICE.

ANY Goods or Documents, Books, or Papers, will be thankfully received at the Office of the Agent, West Point.

HONGKONG, JANUARY 25, 1890.

Mails.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship ABYSSINIA, 3,651 Tons Register, L.R., Commander, will be despatched for VAN COUVER, B.C., and INLAND SEA, KORE and YOKOHAMA, ON THURSDAY, the 6th February, at Noon.

To be followed by the S.S. **PAITHIA**, on the 6th March, and S.S. **BATAVIA**, on the 3rd April.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Lines, by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers as follows:—

To Vancouver & Victoria, (Mex.) \$210.00
To Montreal, New York, &c. 230.00
To Liverpool 330.00
To London 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. the day previous to sailing.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

HONGKONG, JANUARY 9, 1890.

Accidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship BELGIO will be despatched for San Francisco, via Yokohama, on THURSDAY, the 13th February, at 1 p.m.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class fares granted as follows:—

To San Francisco \$225.00
To San Francisco and return 393.75
To Liverpool 330.00
To London 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (on vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the office until 6 p.m. same day; all Parcels shipped should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agents of the Company, No. 304, Queen's Road Central.

C. D. HARMAN, Agent.

HONGKONG, JANUARY 18, 1890.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS;

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 16th day of February, 1890, at 10 a.m. the Company's S.S. **BRUNSWICK**, Capt. A. Mezza, with MALES, PASSENGERS, SPECIES, and CARGO, will leave this Port as above, calling at Genoa.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. and Parcels until 3 p.m. on the 16th February. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

The Steamer's splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MEICHERS & Co., Agents.

HONGKONG, JANUARY 22, 1890.

SAILOR'S HOME.

ANY Goods or Documents, Books, or Papers, will be thankfully received at the Office of the Agent, West Point.

HONGKONG, JANUARY 25, 1890.

Intimations.

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Under-Signed is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

HONGKONG, AUGUST 25, 1888.

COLLEGE OF MEDICINE FOR CHINESE.

RESIDENTS in the Colony would naturally aid the SENATE of the COLLEGE by forwarding to the ALICE MEMORIAL HOSPITAL.

(1) Glass Jars (for museum purposes).
(2) Illustrated Papers and Books for the Student's Reading Room and Library.

Address to **JAMES CANTLEY, Hon. Sec. to the College.**

HONGKONG, AUGUST 7, 1888.

JUST PUBLISHED—Price, 50 Cents.

MISSION ET RANGERS: History of the Churches of India, Burma, Siam, China, Japan, &c., &c., &c.

TRANSLATED BY **E. H. PARKER, Esq.,** H.B.M.'s Consul Service.

To be had of Messrs. LANE, CRAWFORD & Co., Messrs. KELLY & WAHNE (Ld.), and Mr. W. B. WEBB; and at the China Mail Office.

HONGKONG, NOVEMBER 6, 1889.

NOW ON SALE.

INDEX TO THE CHINA REVIEW

VOLUMES I TO XII.

1.—LIST OF CONTRIBUTORS.
2.—ARTICLES.
3.—REVIEWS OF BOOKS.
4.—LIST OF AUTHORS REVIEWED.

Price, 50 CENTS.

To be had at the China Mail Office, Messrs. KELLY & WAHNE, LANE, CRAWFORD & Co., Hongkong; and Messrs. KELLY & WAHNE, Shanghai.

Our Jobbing Department

HAVING JUST BEEN REPLENISHED with a large assortment of the latest EUROPEAN and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and dispatch, and at very moderate rates.

CHINA MAIL OFFICE.

A RAMBLE THROUGH SOUTHERN FORMOSA.—By Mr. G. TAYLOR.

This Article, which has been reprinted from the China Review, contains one of the best sketches of Formosa Life yet written.

A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, 1s.—at Messrs. LANE, CRAWFORD & Co., and Messrs. KELLY & WAHNE, LIMITED, Hongkong; also, Mr. N. MOULLE, Amoy.

NOW READY.

PRICE, 1.00.

COMPARATIVE CHINESE FAMILY LAW By E. H. PARKER.

Can be obtained from KELLY & WAHNE at Shanghai, and Messrs. LANE, CRAWFORD & Co., Hongkong, and at the China Mail Office.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ALFACA, British brig, Capt. R. McGrath—Butterfield & Swire.

BELLE OF ORSON, Amer. barque, Capt. E. Matthews—Order.

GEORGINA, American barque, Captain Francis Kuster—Gillman & Co.

GRAT ADRIAL, American ship, Captain James R. Howell—Melchers & Co.

IMPERIAL, American ship, Captain J. E. Crosby—Russell & Co.

LITTLE BAKER, American barque, Capt. Jas. W. Carly—Master.

SAM MENDEL, British barque, Capt. D. Gower—Captain.

To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.

THE KWONG KWAN YEEN CHALLENGE CUPS.—Value \$200 and \$100 respectively. Also TWO CONSOLATION CUPS, value \$100 each.

The 2nd Stage of the FIFTH COMPETITION will take place TO-MORROW, the 25th Instant, at 2.15 p.m., commencing at 9.00 Yards.

A Launch will leave the P. & O. Wharf at 2 p.m., to take over intending Competitors.

A. SHELTON HOOPER, Hon. Secretary.

HONGKONG, JANUARY 24, 1890.

THE GIBB LINE OF STEAMERS.

FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

(Taking through Cargo for ADELAIDE, TASMANIA AND NEW ZEALAND.)

The British Steamship **SHIRAZ**, will be despatched as above TO-MORROW, the 25th Instant, at 4 p.m.

The Steamer has superior Accommodation for First-class Passengers.

For Freight or Passage, apply to **GIBB, LIVINGSTON & Co., Managers.**

HONGKONG, JANUARY 24, 1890.

Business Notices.

HONGKONG TRADING COMPANY, LIMITED.

(LIMITED LIABILITY & HOLDING COMPANY, LIMITED.)

CONTINUANCE OF GREAT CLEARANCE SALE.

On MONDAY NEXT,

And following Days, we will make a

Special Show of HOUSEHOLD LINENS of every description, BLANKETS, QUILTS, &c., all greatly reduced.

Just to hand and included in the above Sale, A splendid Assortment of LADIES' AND CHILDREN'S NEW HATS AND SHOES in all the most fashionable shapes.

HONGKONG TRADING Co., Ltd.

HONGKONG, JANUARY 18, 1890.

To-day's Advertisements.

SHIRE LINE OF STEAMERS.

FOR HAVRE, LONDON, HAMBURG AND ANTWERP.

The Steamship **Despatch**, Captain VIVIAN, will be ROW, the 25th Instant, at Daylight.

For Freight or Passage, apply to **ADAMSON, BELL & Co., Agents.**

HONGKONG, JANUARY 24, 1890.

DAKIN BROS. OF CHINA, LIMITED.

CHEMISTS.

DAKIN BROTHERS' TONIC SPICE

CONDITION POWDER FOR HORSES.

A Course of the Tonic Spice strengthens and gives tone to the digestive organs, fortifies the constitution, and invariably restores the healthy functions of the organs.

FOR HORSES IN TRAINING FOR RACING the Tonic Spice is of essential value, for by its use a great saving of time is effected in producing that frames of muscle necessary for the great exertions required on the racecourse.

FOR GRIFTHS OR NEWLY IMPORTED HORSES a month's course of the Tonic Spice will bring about as much improvement as could be done in three months.

Sold in Tins at 1s. and in larger Tins, four times the quantity, at 3s.

DAKIN BROTHERS' CONDITION, COUGH, DIVERTIC, TONIC AND WORM BALLS in QUANTITIES AS REQUIRED.

Telephone No. 6th.

Nos. 22 & 24, QUEEN'S ROAD CENTRAL.

SHIPPING.

ARRIVALS.

January 24, 1890:—

Yongtze, German steamer, 814, C. N. Tamingen, Wuhu January 18, Rice—Siammen & Co.

Attila, British steamer, 1,407, Winthrop Ellis, Australia December 30, Coal and General—Russell & Co.

China, German steamer, 1,093, P. Hays, Bangkok January 15, Rice—Tong Kee.

Nierstein, German ship, 731, H. Friedrichs, Saigon January 15, Rice—Meyers & Co.

Deendracht, Dutch steamer, 1,164, P. Heutloff, Batavia January 6, and Singapore 11, General—JAHNKE, MATTHEWSON & Co.

Vorwarts, German ship, 612, J. Bruhn, Nagasaki January 13, Coal—E. SCHULHASS & Co.

Belle of Oregon, American barque, 1,110, Edwin Matthews, Moji (Japan) January 13, Coal—Olsen.

DEPARTURES.

January 24:—

Belbridge, for Kobe.

Hesperia, for Yokohama.

Iceberg, for New York.

Independent, for Saigon.

Tannadice, for Batavia and Sydney.

Zofra, for Manila.

Yongtze, for Whampoa.

Rushin, for Whampoa.

CLEARED.

Soochow, for Hellow.

Hector, for Yokohama.

Tilora, for Amoy.

Denbighshire, for Singapore and London.

Elektra, for Singapore and Hamburg.

Tan Bap of the A. & S. Highlanders will play the following programme at the Regatta to-morrow afternoon, commencing at 3.30 p.m.:—
March..... "Arm in Arm".....Brookhurst.
Tale..... "Tale".....Royce.
Selection..... "Reminiscences".....Godfrey.
Gavotte..... "Le Bijou".....Kotzum.
Galeop..... "Immer Fried".....Zikoff.

We learn, from a conversation with M. Vazavona, Acting Consul for France at Hongkong, that the Tonkin Government are desirous of passing Chinese mandarins wishing to travel via Tonkin to reach Yunnan or Kwangsi, that no obstacle will be put in their way by the French authorities. Chinese officials have often been deterred from taking this route, dreading that their baggage would be ransacked by the Customs officials and that they would be subjected to annoying formalities. The French officials in the interior of Tonkin, and particularly the customs officers, have now received definite instructions that they are neither to search the persons nor the baggage of Chinese mandarins, who may now pass freely through the country without meeting any obstruction from the administration.

The Sydney Mail of 24th Dec. says:—The Chinese boatmen continue to take numbers of Chinamen back to their native land. On Saturday the E. and A. Company's steamer Tannadice, which left here for Hongkong, had on board 80 Chinese from Melbourne and 74 from Sydney, making a total of 154. Of these the majority were elderly men who had spent some years in this country, and were, as far as could be made out, homeward bound, with no idea of seeking these shores again. The Tannadice, besides a miscellaneous cargo, took away 220 bales of wool, and she had 17 boxes of sovereigns on board, valued at £20,941. The export of wool to Japan is increased in the case of the Tannadice, which cleared from Melbourne on the other day. The steamer had 600 bales on board. Ever since the Japanese have taken to the manufacture of apparel and other woollen fabrics the shipment of wool hence to Japan has been steadily increasing.

The following is from the Sydney Mail of 24th Dec.:—The London Steam Tea House in King-street, the proprietors of which are Messrs Quong Tat and Co., was opened on Saturday. Electric light has been fully installed, and appliances have been fitted up for grilling steaks, &c. The main rooms have been decorated with carvings, ferns, rockeries, aquariums, mirrors, &c. On Saturday afternoon His Excellency the Governor visited the establishment. Lord Carrington, who was received by the Mayor-elect (Alderman Sydney Burdett), complimented Mr. Tat on the enterprise of his firm, and expressed a sincere hope that it would be rewarded. In the evening the opening of the establishment was celebrated by a tea-party, at which there were between 150 and 200 guests. The dancing took place in the banquetting-hall, which had been rendered very gay with Chinese and Japanese flags, banners, and lanterns. The chair was occupied by Sir John Robertson. "The Queen," "The Governor," and "The Parliament" having been humorously parodied. "Success to the enterprise of Mr. Quong Tat" was submitted by the chairman. The toast having been drunk with much enthusiasm, Mr. Tat responded. He said he felt extremely gratified at seeing so many of his friends around him, and that he was proud to be the company for the very great honour they had done him. The toast of "The Ladies," "The Press," and "The Chairman" having been honored, the proceedings terminated.

MURDEROUS ASSAULT ON BOARD THE FUSHIKI MARU.

About one o'clock yesterday afternoon a disturbance occurred on board the Japanese steamer Fushiki Maru, in the course of which a Chinese coolie was mortally stabbed by a Japanese sailor, and three other Chinese coolies were severely wounded by certain members of the Japanese crew. It appears that a quarrel arose between the Japanese and the Chinese about the hoisting of boards from the hold. One of the Japanese was particularly violent against the Chinese, and was ordered into the fore-cabin by the third officer. After the latter had gone away, however, this sailor came out again and the quarrel recommenced. Other sailors about a dozen in number appeared on the scene with long poles and cutters, which they used freely upon the Chinese coolies. The chief distresser drew a knife, opened it with his teeth, and, although it would seem that one of his companions tried to dissuade him, he plunged it into the side of one of the Chinese coolies, inflicting a deep wound, which it is feared will prove fatal. The other coolies received severe scalp wounds and had afterwards to be taken to the Civil Hospital. The disturbance was finally quelled and the Police arrested eleven of the men. One is charged with stabbing, three with assaults and the rest with aiding and abetting in the assault. The evidence of the 3rd officer, who saw the commencement of the row, and of several Chinese coolies who saw their fellow-workmen stabbed, was taken at the Police Court to-day. The Chinese do not appear to have offered very much resistance. One of the officers said they offered no resistance. This case was adjourned till to-morrow.

THE INTERPORT RETURN CRICKET MATCH.

The return match, Hongkong v. Straits Settlements, was commenced on the Cricket Ground to-day. The interval of dry weather had considerably improved the wicket, and the conditions were altogether more satisfactory than on either of the preceding two days. The Straits Captain, having won the toss, elected to bat first, and the general wish was that they might have better luck than in the previous match. Two changes were made in the Hongkong team, Capt. Davidson taking the place of E. M. Blair and Hutchison being substituted for J. B. Bell. Horby, the Captain of the Straits team, played excellent cricket for his score of 42, but none of the other members of the team made much of a stand. Six of their wickets were taken by E. J. Coxon and five by E. W. Maitland.

Horby and Higginbotham went first to bat. The first run was got by the Straits Captain for the fourth ball of E. J. Coxon's first over, and with the fourth ball from

Lovason at the other end he got a three.

In the next over, Higginbotham made an easy catch and was held by a coolie who was acting temporarily as a sub. (5-1-0). J. G. Stewart then joined Horby and with his second ball from Coxon made a fine hit to leg, which looked like a three but being smartly fielded by Davidson only added one to the score. The same batsman shortly afterwards scored a three off Lovason. With the second ball of the next over, however, he was smartly held by Davidson (15-2-4). Birch then went in, and his first contribution was a five off Coxon, which he immediately afterwards followed up by another off Lovason; Horby getting a double in the same over. Birch soon afterwards gave a somewhat difficult catch, which was not taken advantage of. Runs continued to come pretty freely in doubles and singles, and it became evident that the visitors were not going to repeat the success of their first innings in the previous match. Birch, however, made a much shorter stay at the wicket than on the former occasion and contributed a good deal less to the score, being clean bowled by Maitland (who had relieved Lovason at the City Hall end) when eleven had been put to his credit (3-3-11). Fox, who followed, was quickly disposed of, being caught and bowled by Coxon before scoring. Talbot, the next man, had a very little longer life than his predecessor, when he was caught by Miles off Coxon (4-5-1). Latchford, who next joined the Straits Captain, commenced hopefully with a three. Soon afterwards Horby gave a very easy catch just behind his wicket, which G. S. Coxon just missed. The batsman immediately followed this up by sending a ball from E. W. Maitland over to Murray Barracks compound for three. Another big hit, by Latchford, in the direction of the City Hall, brought the batsman to grief, Ram making a clever catch. Spinks then joined Horby, and the Straits captain inaugurated the partnership by placing a ball from Coxon upon the scorers' table for three. Another three was put on almost immediately afterwards by Spinks, who was held second ball following, however, by Davidson. E. W. Moss, who went in next, succumbed to the second ball he got from Coxon, after adding one to the score. (9-8-1) A. Y. Gahagan, the next man, was clean bowled by Maitland after adding three to the total. (7-2-9-3.) E. O. Smith looked likely to help the score a good deal on going in, and runs were coming rapidly when Horby was bowled by Maitland. On returning to the Pavilion the Straits captain, who had played admirable cricket throughout, was loudly cheered (8-10-42). E. O. Smith and A. J. Ross had only added five to the score when a hard driven ball by the former was smartly caught by Ram, and brought the innings to a close for a total of 77.

The Hongkong team made much less of a show than in the previous match, their total being only 123, neither E. J. Coxon nor Lovason reaching a double figure. Ram played remarkably well for the top score of 25, and Campbell, who contributed 20, also played in first-class form. Captain Davidson put in some very hard hitting for 15.50. Sercombe Smith, who came in at the tail of the innings, looked as if he could have considerably exceeded the dozen which were at his credit when the innings finished. The bowling on the part of the Straits Team was a good deal improved. There being half an hour to spare after the first innings of the Hongkong team the Straits Team began their second innings, and the first ball was sent out for 11 and Higginbotham for 6. Leach and Coxon opened the proceedings for Hongkong to the bowling of Fox and Ross. Leach began to score by putting on a double, which he followed with a single and a three. He was caught by Ross when he had made eleven (4-1-11). Major Miles, who took his place, began his score with a three which he followed up with a single, and was then bowled with the first ball from Birch, who relieved Ross. (3-9-2-4) Elia, who was taken by Lovason, who took Fox's first ball on the thumb of his right hand, sending the second away for a single. He had only put on two, however, when he eluded a ball from Fox which the bowler caught, and there was joy in the visitors' camp. (3-3-3-3) E. J. Coxon then joined Campbell, Coxon's first brought a single, and two doubles in succession were put on by Campbell off Birch. The following over brought nothing. Ross then relieved Birch at the City Hall end. (10-7-2-3) E. S. Coxon then paired with Ross, and rather slowly for some time, five maidens overs following in succession. A few singles were then added to the score, and Campbell's wicket went down before Ross (4-4-20). Hutchison then went in, and almost immediately after he was caught by Horby off Fox (3-5-6-6). Ram then joined Hutchison and the latter was shortly afterwards caught by Stewart off Ross. (6-9-6-5) Capt. Davidson who then joined Ram began scoring with a three, immediately followed by a hit for the same number by Ram, and runs began to come more rapidly. A change of bowlers was made, Birch relieving Ross, and E. O. Smith taking Fox's place at the other end. Ram had a couple of lovely three's off Birch, which he followed up immediately after with a five from Smith, and then a three, and the century was reached very soon after, but at the same time Ram was bowled by a Yorker from Birch, the wicket having put on 41 runs. (10-7-2-3) E. S. Coxon then paired with Birch, and was almost immediately afterwards bowled by Birch (10-8-8-15). Coxon went under in the following over, to a Yorker from Horby. E. W. Maitland took his place, and this combination gave the bowlers a good deal of trouble. Birch gave place to Fox at the City Hall end, and as bowling at the other end, when 120 had been reached, however, Maitland's wicket went down to Fox with a ball which the batsman never tried to do anything with. E. Maitland then went in to finish the innings with Sercombe Smith, which was done by the former being caught by Higginbotham off Ross before scoring; the innings closing for 123.

Horby and Higginbotham then went in to face the bowling of Coxon and Maitland. After a few singles Horby sent one from Maitland over to Murray Barracks compound for four, cracking another one soon after on the same direction for three. The first ball in Coxon's next over finished him, however, (16-1-11). Higginbotham, first after being joined by Birch had his wicket taken by Maitland, (18-2-3). Talbot then

paired with Birch and at sundown they remained together.

STRAITS TEAM—1st INNING.

E. J. Coxon	42
Higginbotham	25
Ram	20
Davidson	15
Spinks	11
G. S. Coxon	10
Leach	10
Elia	9
Smith	8
Horby	7
Stewart	6
Blair	5
Robinson	4
Wright	3
Woods	2
Extras	1
Total	123

HONGKONG TEAM—1st INNING.

A. J. Coxon	11
Leach	10
Major Miles	10
E. J. Coxon	10
Leach	10
Elia	9
Smith	8
Horby	7
Stewart	6
Blair	5
Robinson	4
Wright	3
Woods	2
Extras	1
Total	123

THE BOAT RACES.

The first trial of strength on the water between Hongkong and Singapore took place this afternoon.

SINGAPORE V. HONGKONG.

The first race was the Interport Four—prize, a Cup presented by Mr E. B. Balliol, for which the following teams entered:—

Victoria.

Stroke	E. J. Nason	10.9
No. 3	H. Tregathan	11.11
No. 2	R. F. Bollen	11.4
Row	Dr. H. E. Smith	10.9
Cox	G. A. Oldwell	

HONGKONG.

Stroke	D. Kennedy	12.12
No. 3	G. A. Bramwell	12.2
No. 2	D. Henderson	11.5
Row	A. G. Stephen	11.0
Cox	R. Boyd	

Hongkong was the favourite and the result coincided with the general opinion. A very good start was made, and for a short time both boats kept together. Singapore had the outside course, where the water was somewhat rougher than in the inside course. They rowed well for a short time, but they soon showed that they were not much used to choppy water. Before reaching the rock, when a quarter of the row had not been covered, they had fallen to the rear, and were showing signs of weakness. The stroke in particular seemed somewhat unsteady. The Hongkong crew, who were pulling very steadily and very evenly, gradually increased the lead, and half way they were four lengths ahead. It was evident now that they had an easy victory, for although the Singaporeans made a good start towards the close they were not showing nearly so good form as their rivals. The Hongkong boat lost a length, not from the flag-ship, by a little crooked steering, but they were too far ahead for the loss to be imperilled. They came in three lengths in front of the Singaporeans. Time, 7.20.

SCOTCH POLES.

Stroke	D. Kennedy	12.12
No. 3	A. G. Stephen	11.0
No. 2	D. Henderson	11.5
Row	H. D. Dalby	11.1
Cox	R. Boyd	

Stroke H. Skott | 11.8 || No. 3 | A. Denison | 10.9 |
No. 2	G. L. Duncan	10.10
Row	C. H. Thompson	10.5
Cox	H. Sampson	

This race was also somewhat of a procession. The start was not quite so good as on the last occasion. Thistle had the advantage and Ross was never lost distance behind the others. Thistle never lost the lead, although occasionally Korumbine came very close up. The leading boat took a rather zigzag course, and it had not been that the crew were so much stronger than their rivals as might finally have been passed. Friedrichs and his crew, in Ross, were pulling very well together and in good form, but their speed was not fast enough, and although they made up a little before the finish they never got within two lengths of the other two boats. Opposite the wharves Thistle was fully a length in front of Korumbine, and won by that distance. Time, 7.37.

Thistle.

Korumbine	1
Ross	2
Thistle	3

SINGAPORE BOULDER.

(Represented by The Hon. J. J. Keowick.)

H. Tregathan	11.11
Higginbotham	11.11
E. B. Shepherd	10.5

This was the closest and most exciting race of the day. Tregathan had the inner course and came first to the front. The water was very rough, and he, being a heavy man, with a somewhat heavier boat, had some advantage over the other. Opposite the rock a little distance from the pier, he was about two lengths in front, and thinking he would have a stronger course outside he crossed and held well on from the land. Shepherd, on the other hand, made to ward the land and hugged it nearly all the way. By doing this he lost at first considerable ground; and it seemed as if the Singapore boat would have an easy victory. But Shepherd by keeping close to the land, although he had not a very even course, got into comparatively smooth water, and, when about four hundred yards from the flag-ship, he sprang and made up rapidly on Tregathan. The latter was in pretty choppy water, and although pulling hard, was not making much speed. As the goal was nearer the boats came nearer and

nearer to line and the chances of Hongkong looked bright. When the gun fired, however, Tregathan was still a quarter of a length ahead of Shepherd, and consequently carried off the cup.

Tregathan
Shepherd

1	2
---	---

AUSTRALIAN AND AMERICAN TELEGRAMS.

THE DIFFICULTY WITH PORTUGAL.

London, Dec. 27.—Four ironclads of the British Mediterranean squadron stationed at Malta have received instructions to proceed to Lisbon.

Dec. 26.—It is reported that an American squadron has been ordered to Lisbon to enforce the claims of Mr. Marmoro, the contractor for the line of railway from Delagoa Bay to the interior of South Africa. The Great Powers have addressed official notes to England and Portugal, offering their friendly offices with the view of an early amicable understanding being arrived at on the subject, and expressing a hope that the two nations would clearly delimit their spheres of influence and afterward submit the decision to a conference of the Powers for confirmation.

London, December 27.—The negotiations for the adjustment of the difficulty with Portugal have assumed a new and important phase. In consequence of the unsatisfactory nature of the explanation offered by the Portuguese Government and the evident disinclination of the nation to redress the injury offered to Great Britain, the British Government has issued orders to four warships stationed at Malta to proceed at once to the vicinity of Lisbon, the capital of Portugal.

London, Dec. 27.—News has reached here to the effect that Mr. H. B. Johnston, the British Consul in South East Africa, is annexing territory on behalf of Great Britain on the shores of Lake Tanganyika.

London, Dec. 30.—According to a telegram received in Lisbon from South-east Africa, Major Serpa Pinto asserts that he has established Portuguese authority at Assandj.

REBELLION IN SAN SALVADOR.

London, Dec. 30.—The Government of the Republic of San Salvador, one of the Central American Republics, has despatched 8000 troops to Guatemala to suppress a rebellion headed by General Rivas.

THE GERMAN CONSUL AT SANAA.

London, Dec. 26.—The report that Mr. Knapp is likely to return to Sanaa as German Consul has been contradicted.

THE CASE OF THE REV. MR. JONES.

London, December 27.—Writing upon the claim of the Rev. Mr. Jones to compensation for his expulsion by the French Government from the island of Corsica, the Government has issued an order directing all political officers to be tried by military law in future.

London, Dec. 31.—Dom Pedro is much distressed by the death of his wife, the ex-Empress of Brazil. The death of his Majesty is anxious as to the state of his health.

The death of the ex-Empress has cast a gloom over the rejoicings which are being held in Lisbon over the accession of Carlos, the new King of Portugal.

It has been officially denied that the property of the late Imperial family of Brazil has been confiscated.

THE INFLUENZA EPIDEMIC IN EUROPE.

London, Dec. 26.—Both the "Car" of Russia and the new King of Portugal are suffering from the Russian influenza, which has so suddenly affected Europe. The King of Portugal is suffering from a severe attack of the ailment, which is of a severe character.

The Russian army is badly affected by the influenza, and fully 20 per cent. of the total enrollment are in one stage or another of the illness.

In Central Europe the progress of the epidemic has been marked with much interference with the ordinary course of trade and commerce. In Vienna, and to a corresponding extent in various towns of Germany, the streets are deserted, and the Austrian city many schools and the University are closed.

The cases of the disease reported in England are all of a mild character, and it is considered doubtful whether they belong to the Russian form.

London, Dec. 27.—The malarial fever prevalent in Paris is a malignant form. Six per cent. of the number of persons attacked have succumbed to its effects.

London, Dec. 28.—The rate of mortality in Paris is still high, and is indirectly the result of the prevailing influenza epidemic, is higher than during an epidemic of cholera.

MR. J. L. TOOLE'S AUSTRALIAN TOUR.

London, Dec. 26.—Mr. John L. Toole, the English comedian, will leave with his company upon an Australian tour in the R.M.S. *Benbow*.

THE RUSSIAN BERT CROPP.

London, Dec. 26.—Mr. F. O. Licht estimates that the European belt crop of wheat for the present season will give a surplus of 631,000 tons of wheat. The production of the last three months shows an excess of 410,000 tons over that of the last period.

A SUBMARINE TORPEDO BOAT.

London, Dec. 26.—Successful experiments have been made in the Bay of Cadiz, on the coast of Spain, with a submarine torpedo boat, which resembled four miles from the spot where it was built.

RESPONSIBLE GOVERNMENT FOR WESTERN AUSTRALIA.

London, December 27.—Mr. Gladstone and Mr. J. A. Froude have written to Sir Henry Ponsonby the question of granting responsible government to Western Australia.

RACIAL DISTURBANCES IN GEORGIA.

London, December 27.—Racial troubles have occurred in the Southern States of North America. In a drunken riot which took place at Jacksonville, Fla., the negroes and whites, 30 of the former and two white men were killed.

THE EXILE OF AUSTRIAN ARMY.

London, Dec. 27.—The exile of the Austrian army has been authorized for establishing the agency for the exploration of Australia has been authorized.

to hand concerning the pugilistic encounter which took place on Monday morning at Brugers, in Belgium, between F. P. Slavin, the Australian, and J. Smith, the English heavy-weight boxer, and in which Slavin was ill-used by an organized mob of roughs.

It appears that a well-known sporting man in London engaged the roughs for Slavin's safety, and every time Slavin forced Smith into the Englishman's corner the roughs maltreated the Australian. This occurred several rounds before the last. It was known in London before the fight came off that it was intended to maltreat Slavin if he was likely to prove victorious. He was relatively unimpaired by Smith. It is thought that Slavin was struck with "knuckle-dusters" when Smith sank down in his corner.

Another account says that Slavin had the advantage throughout the match, and fought in the fairest and most plucky manner from beginning to end. He drove Smith, the English champion, into a corner at every round, at which point the rough element in Smith's favor interfered. The mob kicked and struck at Slavin throughout, and refused any heed to his appeals for fair-play.

The referee was in a condition of terror at the behaviour of the Smith party and refused to act, declaring that as the affair was going Slavin was not receiving fair-play. It is probable that the referee may award the fight to Slavin.

English sporting men are disgusted at Smith's tactics.

London, Dec. 24.—The *Sportman* says it is incredible that a man with a drop of Christian blood in his veins could support the South gang of ruffians, who were armed with knives and revolvers.

The *Sporting Life* declares that Slavin's conduct has pained him as a perfect hero.

London, Dec. 27.—Mr. Abington, believing that Slavin won the recent match with Smith, the English champion, has deposited £200 with the *New York Herald* to bind a match with Sullivan on behalf of Slavin. Slavin, previous to the fight with Smith, had announced that he would seek a match with John L. Sullivan in the event of victory.

The Police Club has offered the sum of £1000 for a boxing match between Slavin and Jackson.

AFFAIRS IN BRAZIL.

New York, December 23.—A *World* special from Rio Janeiro says: "I arrived at Rio to-day by steamer from Paris. At once I was struck by the fact that the Provisional Government, General Da Fonseca, General Da Fonseca said:

"The safety of the republic is assured, notwithstanding all that is said to the contrary by adherents of the empire who are now in Europe, and who wish to do all the injury they can."

"The people have long been waiting to establish a republic, but the proper opportunity has not yet arisen. I do not wish to make it later. It would never have done to arrive at an attempt when failure was almost certain."

After leaving the Marshal I paid a visit to Dr. Guimaraes Boayaya, Minister of Foreign Affairs. He spoke at considerable length of the state of affairs in the republic. "The people of Brazil did not act blindly in this," he said. "They had good reason to fear that if Dom Pedro, who was personally much respected, should die the Princess Imperial Isabella would come to the throne."

There is much talk in the ministerial departments of the new Government about the expediency of an offensive and defensive alliance on the part of the Brazilian republic with the United States. The Minister of Foreign Affairs, Mr. Boayaya, seriously of the idea, and expressed the hope that it may be brought about.

Lisbon, December 23.—Despatches from Rio de Janeiro received in cipher by the newspaper *Noticias* contains important and startling information about the political upheaval reported there as having occurred on the 18th inst. From this information it is undoubtedly true that the Provisional Government found itself confronted by a very formidable and active opposition among the members of the republic, who were numbered many soldiers and a good contingent from the navy, backed up by several officers from both branches of the service, while numerous citizens also joined the revolt in favor of the monarchy. These backed together and paraded the principal streets, giving a full aggressive show of their sentiments, and very serious fighting resulted.

The revolt was not suppressed until the morning of the 20th inst., when the regular troops of the Provisional Government, who were ordered to suppress the revolt, were ordered to suppress the revolt.

Several more suspects have been shot in Brazil.

DEVOTED TAKES WATER.

London, December 22.—In the new edition of Professor Bryce's book on "The American Government," just announced, the chapter "The President" has been added. The withdrawal of the offending chapter will not cause Oakey Hall to abandon his suit, however, which will come to trial early in the new year.

THE BEHNING SEA QUESTION.

Ottawa Ont., December 17.—Mr. Prior, member of Parliament, arrived to-day from British Columbia to urge upon the Government the necessity of regarding the order which prohibits American steamers on Puget Sound carrying loaded freight between American and Canadian ports. Prior states that he has reason to believe that the order will be immediately rescinded.

The Bohring sea, Prior says, does not appear to give sailing vessel owners much concern, as they are making preparations for sending out a much larger fleet than ever.

The fact that so few seizures were made last season indicates they argue a weakening on the part of the United States, though while the matter is in abeyance that country does not wish to admit a complete surrender of its claim of exclusive jurisdiction in Behring sea by withdrawing the prohibition.

Prior claims to have reason for stating that the British Government has pressed the question of settlement upon the United States with more telling effect than is generally believed.

ENGLAND AND CANADA.

London, December 23.—The *Globe*, the semi-official organ of the Government, to-day published a letter of the Secretary by Stanley Hill, Q.C., and Sir George Baden Powell, M.P., in the Times upon the Canadian question, in which it is pointed out that the Canadian have a substantial advantage which only commercial union with the United States can overcome. The correspondent also says that the United States will not have commercial union with political union, and d'oures that unless England does something in the matter Canadian loyalty will not long stand the strain.

A POLITICAL ENCOUNTER.

London, Dec. 23.—Further details are

going to lose Canada, because we are now afraid of America? He concludes: "If we want to keep Canada we must bind her to us by bonds of self interest and affection, and it is for us to consider whether we are doing that just at the present time by our timid, hesitating policy with regard to the Bohring sea trouble."

IN CANADIAN WATERS.

Ottawa (Ont. Dec. 23).—A member of the Dominion Cabinet said to-night that there was not one word of truth in the statement telegraphed from Ottawa yesterday to the *London Standard* and the *American press* that the Dominion Government has decided not to renew the modus vivendi by which United States fishing vessels were permitted to enter Canadian ports. On the other hand, it is learned on reliable authority that the Government contemplates making no change until some definite understanding is arrived at with the United States.

If a settlement is not reached before the commencement of the fishing season next spring the system of issuing licenses to American fishermen under the modus vivendi will be continued.

THE ALLEGED CAUSE OF THE OVERTHROW OF DOM PEDRO.

New York, December 18.—A story in this morning's *Times*, written by A. M. Gibson, for many years the *Sun's* Washington correspondent, says that the reason leading to the overthrow of Dom Pedro, the Emperor of Brazil, was his loss of mind and approaching abdication in favor of his daughter, the Princess Edua. The correspondent says: "Upon the return of the Emperor from Europe his real condition will soon become generally known. He was afflicted with softening of the brain. General paralytic was inevitable within a brief period. He was vaguely aware of the impending catastrophe, and with his weak faculties conceived the notion that the only way to save his throne and his dynasty in Brazil, supposed to be, and believing himself that he was dying, when he was ill in Europe, he began to recover from the time he received the Pope's blessing."

The Republicans were posted on the intentions of the Emperor. It became known to a select few that the plan was to have the Emperor abdicate in favor of the princess on the 2d of December, and the preparations were made to receive the Emperor, and were carefully made to precipitate a revolution and to establish a republic on that day. The movements of the military precipitated matters and the revolution was two weeks earlier than was planned.

AN EPIDEMIC OF INSANITY.

Vienna, December 15.—Sudden and altogether unexpected attacks of insanity have been unpleasantly frequent of late. One of the cases which attracted most attention was that of the famous comic actor Desnoir, who is often described as the Austrian Coquelin. The other evening while performing his part in "The Hypochondriac" at the Volks Theatre he, without the slightest warning, became demented and so violent that the curtain had to be rung down amid indescribable excitement on the part of the audience. It was only with great difficulty that he could be removed from the stage, and the incident almost half an hour caused before the performance of the comedy could be resumed, the part of Desnoir being taken by his understudy.

A still more alarming case occurred last week on the Bohring sea, at Rotterdam, where the engineer of a night express train was seized with an attack of insanity during the trip. After having attempted to brain his fireman, who sought refuge in the rear of the tender, he turned on full steam, and then the train ran over the bridge, which spans the Elch he threw himself headlong into the river. On perceiving the coast clear the fireman, who had meanwhile been joined by the frightened conductor, crept back cautiously into the cab of the locomotive and shut off the steam. It was not, however, until the express reached Meran that the passengers became aware of the great danger from which they had escaped.

MISCELLANEOUS.

London, January 5th.—Thirty-two officers of the Russian army have been arrested on a charge of desertion.

Ignatied, a Russian diplomat, is in a critical condition, and his life is despaired of.

In connection with the recent strike amongst the gas stokers, a

Intimations.

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THIS Review, which was intended to meet the wants of many students of Chinese and to be the authoritative source of information on China and Japan, has reached its eighteenth volume. The Review discusses these topics which are of interest to the minds of students of the 'Far East' and about which every intelligent person conversant with China or Japan is desirous of acquiring trustworthy information. It includes many interesting notes and original papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc. of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new department has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be made more generally useful.

The Review department receives special attention and endeavours are made to present a careful and concise record of literature on China etc., and to give critical embodying sketches of the most recent works on such topics. Authors and Publishers are requested to forward works to 'Editor, China Review, care of China Mail Office.'

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondence column also affords further and greater facilities of the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are invited. The papers are contributed by the members of the various Consular, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Dr. Chalmers, Eitel, Brotschneider, and Hirth, Professor Legge, and Messrs. Balfour, Watsons, Sleight, Phillips, MacIntyre, Groot, Jamieson, Faber, Kopp, Parker, Playfair, Giles, Piton, and Taylor—all well-known names, indicative of sound scholarship and thorough mastery of their subjects.

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'This number contains several articles of interest and value.'—*North-China Herald*.

'The China Review for September-October fully maintains the high standard of excellence which characterises that publication, and altogether forms a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Fritzsche, on "The Amount of Precipitation in the Observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880." "Notes on the Dutch Occupation of Formosa," by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of "The Divine Classic of Nan-Hui," and the Notes and Queries are as usual very interesting.'—*North-China Daily News*.

'A substantial and reliable Review which all students of China and the Far East do well to patronise.'—*Chrysanthemum*.

'The November-December number of the China Review contains less variety than usual, but the few articles are very interesting. The opening paper by Mr. Herbert A. Giles on "The New Testament in Chinese" treats of a question that must necessarily be of great importance in the eyes of all missionaries.'—*Mr. E. H. Parker*.

'The "Short Journey in Szechuan," are continued, and a goodly instalment of these travels in the interior of China is given. Mr. F. H. Balfour contributes a paper of some length entitled "The Empire of China," which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which "On Chinese Oaths in Western Borneo and Java" might appropriately have been placed under the heading, complete the number.'—*H.K. Daily Press*.

'The present publication, judging by the number now before us, is intended to occupy a position as regards China and neighbouring countries, some what similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable, and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are so generally represented in the first number of the Review by papers highly creditable to their respective authors.'

'Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese post-steamship of the Chinese coasting, by Mr. E. O. Boyle, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctiliousness and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar display of literary skill to that which was displayed during the lifetime of its predecessor in the field, and that the China Review may receive the support necessary to insure its continuance.'

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London, v. Suez Canal	Bellerophon (s)	Butterfield & Swire	February 3.
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Yokohama, &c.	Imperial (s)	Adams, Bell & Co.	About January 28.
Yokohama, &c.	Imperial (s)	Adams, Bell & Co.	About January 28.
Yokohama, &c.	Imperial (s)	Adams, Bell & Co.	About January 28.

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Peak Building Company, Limited	1,000	10	at	\$7 \$10
Richmond Terrace Building Co.	1,000	10	at	\$100 \$200
Shanghai Land Company, Limited	1,000	10	at	\$10 1/2, 24
West Point Building Co., Limited	12,500	50	at	\$47, sales
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M. K. High-Level Tramways Co., Ltd.	1,200	10	at	\$6 \$200 1/2 prem.
MINING.				
Jebeu Mining & Trading Co., Ltd.	4,500	5	at	\$5
Panjoon & Sanghie Doo Saman	5,000	1	at	\$19
Selama Tin Mining Company, Limited	115,000	5	at	\$24
Ying Wo Tin Mining Company, Limited	25,000	5	at	\$57
Société Française des Charbonnages du Tonkin	3,000	50	at	\$5.50 \$475
PLANTING, ETC.				
China-Borneo Company, Limited	7,500	50	at	\$6 \$45 nom.
Darvel Bay Trading Company, Ltd.	4,000	25	at	\$8 nom.
East Borneo Planting Co., Limited	4,000	50	at	\$40 \$80 nom.
Labuk Planting Company, Limited	5,000	50	at	\$10 \$10 nom.
Sengul Koyah Planting Co., Ltd.	5,000	50	at	\$8 \$85 nom.
H. G. Brown & Co., Limited	6,000	50	at	\$85 nom.
The Lamag Planting Co., Limited	6,000	50	at	\$85 nom.
HOTELS, ETC.				
Austin Arms Hotel and Building Company, Limited	4,000	50	at	\$25 1/2 dis.
Hongkong Hotel Company, Ltd.	3,000	100	at	\$210
Peak Hotel and Trading Co., Limited	4,000	5	at	\$1 \$25
Borneo Hotel and Stores Co., Ltd.	1,000	50	at	\$32 nom., ex div.
DISPENSARIES.				
A. S. Watson & Co., Limited	50,000	50	at	\$22, cash
Crichton & Co., Limited	1,000	5	at	\$45, sellers
PHARMACIES.				
H. K. & Co. Chemists, Ltd.	5,100	10	at	\$10 \$137, sellers
New Sarsaparilla Co., Ltd.	1,900	10	at	\$10 \$137, sellers
Pongkong Electric Co., Limited	30,000	10	at	\$68, cash
BRICK AND CEMENT.				
Green Island Cement Co., Ltd.	20,000	50	at	\$40 \$40, nom.
Hongkong Brick & Cement Co., Ltd.	4,000	20	at	\$1750 \$13
CEMENT, ETC.				
A. G. Gordon & Co., Limited	6,000	25	at	\$20 \$20
Campbell, Moore & Co., Limited	1,200	10	at	\$11
Geo. Fenwick & Co., Limited	6,000	25	at	\$25 \$25, buyers
Hongkong Bakery Company, Ltd.	4,000	50	at	\$8 nominal
Hongkong Dairy Farm Co., Ltd.	3,000	10	at	\$10 \$10
Hongkong Ice Company, Limited	6,000	25	at	\$110
H'kong Rope Manufacturing Co., Ltd.	3,000	50	at	\$100
Martinburn Furniture Co., Ltd.	3,000	25	at	\$67
LOANS.				
Chinese Imperial 1881	\$1,394,700	\$500	8 1/2 p. annum	3 p. prem., nominal.
" " 1884	\$1,394,700	\$500	8 1/2 p. annum	3 p. prem., nominal.
" " 1886	\$1,394,700	\$500	8 1/2 p. annum	3 p. prem., nominal.
RENTS.				
Hongkong Hotel Mortgage Debentures, 1889	\$400,000	\$500	8 p. annum	\$501

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Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Harbour are marked c., in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's Office to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Poddar's Wharf. 6. From Poddar's Wharf to the Naval Yard.

Vessel's Name.	Flag and Rig.	Tons.	Date of Arrival.	Companies or Agents.	Destination.	Remarks.
Abysinnia	Brit. str.	2038	Jan. 16	Adams, Bell & Co.	Vancouver (B.C.)	6th prox.
Africa	Brit. str.	1070	Jan. 18	A. G. Morris	San Francisco	29th inst.
Arctos	Brit. str.	1030	Dec. 24	A. G. Morris	San Francisco	29th inst.
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Arctos	Brit. str.	1030	Dec. 24	A. G. Morris	San Francisco	29th inst.
Arctos	Brit. str.	1030	Dec. 24	A. G. Morris	San Francisco	29th inst.

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Albatross	despatch-vessel	1700	4	3180	Com. R. Blair Macdonochie	Hongkong
Albatross	despatch-vessel	1700	4	3180	Com. R. Blair Macdonochie	Hongkong
Albatross	despatch-vessel	1700	4	3180	Com. R. Blair Macdonochie	Hongkong
Albatross	despatch-vessel	1700	4	3180	Com. R. Blair Macdonochie	Hongkong
Albatross	despatch-vessel	1700	4	3180	Com. R. Blair Macdonochie	Hongkong

* Flagship of Vice-Admiral Sir Nowell Salmon, K.C.B., V.O., Commander-in-Chief.

* H. B. M. Ships' tonnage, displacements and effective horse power are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Aleout	Russian gunboat	800	—	—	Captain Paragono	Nagasaki
Amirante Barroso	Brazilian cruiser	2000	—	—	Capt. Custodio José de Mello	Nagasaki
Argon	Spanish cruiser	1000	—	—	Captain A. Soler	On a cruise
Aspin	French gunboat	470	4	460	Commander Maloport	Haiphong
Aspin	French gunboat	470	4	460	Commander Maloport	Haiphong
Aspin	French gunboat	470	4	460	Commander Maloport	Haiphong

SHIPPING IN CHINA, JAPAN, PHILIPPINES, AND SIAM.

WATERS.

WHAMPOA.

Fleet's Name. Flag & Rig. Destination.

Soochow. Brit. str. str.

Yikang. Brit. str. str.

In port on January 12, 1890.

MERCHANT STEAMERS.

Diamond. British.

MERCHANT SAILING VESSEL.

Anglo Indian. Brit. bge.

Archos. Brit. bge.

Cygnel. Brit. bge.

Euse. Ger. bge.

Johanna Kramer. Ger. sob.

Sebastian Bach. Ger. bge.

Waterside. Brit. bge.

In port on January 8, 1890.

MERCHANT STEAMERS.

Hao-shin. Chinese. Hankow, &c.

Towpooch. British.

MERCHANT SAILING VESSEL.

Cope City. Brit. bge.

Orient. Ger. bge.

In port on January 10, 1890.

MERCHANT STEAMERS.

Bayera. German.

Cass. Chinese. Hankow, &c.

Chiyuna. Chinese.

Failing. British.

Feina. British.

Fuyew. Chinese.

Fungshun. Chinese.